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to haste in preparation. A revision along these lines would considerably increase the serviceability of the book as an "adjunct to history courses in elementary, high, and normal schools, and to certain courses in the department of home economics and household arts," a use for which the book is in part intended by its author.

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Dressmaking as a Trade for Women in Massachusetts. By MAY ALLINSON. Publications of the Department of Research of the Women's Educational and Industrial Union, Economic Relations of Women, Vol. IV. United States Department of Labor Statistics, Whole No. 193; Women in Industry Series, No. 9. (Washington: Superintendent of Documents. 1916. Pp. 180.)

Miss Allinson's study of dressmaking as a trade for women was made in coöperation with the Boston Trade School for Girls and reflects throughout the open-minded educator's point of view. Dressmaking as a trade has much to recommend it in comparison with other employments for women—good wages, generally good surroundings, a recognized social status, an unusual field for advancement, an occupation useful in itself to the worker, her family, and friends.

An interesting chapter of the monograph traces the historical development of the trade through its several phases from hearth-stone to factory, showing, nevertheless, the persistent survival of primitive forms. Side by side with wholesale manufacture stand today the custom shop, catering to those who desire exclusive product with individuality and fine handwork, and the day worker who goes from home to home.

It is perhaps trite to say that the problems of the dressmaking trade are questions of capital, credit, and labor. Of these the labor question is far the most important. With the development of the trade there has come increasing demand for skill in the worker while modern business pressures, crushing out the old apprentice system, have virtually deprived the young worker of the possibility of learning her trade in the shop, where there is no longer time to teach and the whole tendency is to make her a specialized worker. So acute has this situation become, it is claimed, that it even "menaces the existence of the industry."

At this juncture the trade school seems to offer the most hopeful means of meeting the immediate need. Most of these schools offer sewing and dressmaking courses, but such courses must be made to fit the girl for the trade and be not merely a part of a "home making" department if they are to fulfil this large industrial mission. In teaching dressmaking for the trade certain fundamentals must not be lost sight of. (1) It is necessary to know the trade opportunities of the locality, the kinds of shops, methods of work in vogue, class of work, numbers employed, etc. (2) The school must set commercial standards of efficiency in technique, accuracy, and speed. While the girl making her own gown at home may baste and rip, try this effect or that, the girl in the shop must make every motion count toward the finished marketable product. (3) The school must bridge for the worker the gaps between successive grades or stages of advancement in the industry. This is being most successfully done by schools that, with a knowledge of local conditions, follow up the worker they send into the trade and offer short supplementary and intensive courses which at each step help her to acquire quickly the knowledge and skill needed for the next advancement. (4) The school should also recognize the problem of the seasonal character of the trade for which it is fitting the young worker and provide, if possible, an alternate occupation. In some localities it has been found practical to alternate machine work in the ready-made goods factory which prepares its product in advance of the season of the custom shop. Special courses may well be introduced at such slack periods also.

In setting forth the business conditions which most seriously affect custom dressmaking (ch. 3) the study brings to the consumer her full responsibility for some of its most serious problems. The custom dressmaker, however limited her resources, dares not require prompt payment of bills from her patrons and consequently not only often loses cash discounts herself, but is unable to pay her employees the full wages due. How far this may go is indicated in tables on pages 59-61.

With such handicap and confronted by the competition of factory-made goods and the large commercialized shop, the small customs dressmaker is being slowly squeezed out of her aforetime sphere of work. More's the pity!

While the monograph is essentially a direct appeal to the educator, the historical review of the development of the industry and the chapters which set forth present business conditions are

recommended to the thoughtful consumer. They are a real contribution where trustworthy statistics have been entirely lacking.

SARAH S. W. WALDEN.

NEW BOOKS

BARBER, H. L. *Story of the automobile; its history and development from 1760 to 1917, with an analysis of the standing and prospects of the automobile industry.* (Chicago: Munson & Co. 1917. Pp. 48.)

WEEKS, L. H. *A history of paper manufacturing in the United States, 1690-1916.* (New York: Lockwood Trade Journ. Co. 1917. Pp. 352. \$3.)

WUPPERMAN, H. *The enameled ware industry of Germany.* (New York: Printed by Froman & Hacker. 1917. Pp. 93.)

Abstract of the census of manufactures, 1914. (Washington: Bureau of the Census. 1917. Pp. 722.)

Transportation and Communication

The Kentucky River Navigation. By MARY VERHOEFF. Filson Club Publications, No. 28. (Louisville: John P. Morton and Company, Publishers to the Filson Club. 1917. Pp. 257. \$3.50.)

This volume makes a twofold contribution to the industrial history of the West; first, as a study of the commercial development of the country tributary to the Kentucky River; and second, as a critique of the policy of river improvement as applied to that stream. The commerce of the river is studied mainly from the point of view of river improvement. The leading topics discussed in the volume are: (1) river improvement; (2) river commerce; (3) relation of commercial growth to river improvement; and (4) mountain traffic in relation to river improvement.

During the régime of state activity, which extended to 1880, various methods were employed to secure funds for the work, including improvement by companies chartered by the legislature, and appropriations by the state itself. The author is of the opinion that financially this work was a failure (p. 30). From 1880 to 1906, the federal government appropriated over \$4,100,000 for the improvement of the Kentucky, but no permanent increase in the traffic of the river resulted (p. 36).

With reference to the relation of river commerce to the development of the tributary country, the author points out that as soon as rough trails were sufficiently improved to accommodate pack-